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SOVIET TIMBER INDUSTRY PROGRESSES IN MECHANIZATION AND ELECTRIFICATION

/Numbers in parentheses refer to appended sources/

PROGRESS IN THE INDUSTRIALIZATION OF LOGGING WORK

Ye. I. Lopukhov
Deputy Minister, Timber and Paper Industry USSR

Among the machine-building plants which supply equipment for the timber industry are the Kirov Plant in Leningrad which provides thousands of specially built KT-12 tractors, the Izhevsk Plant which puts out electric saws, the Automobile Plant imeni Stalin in Moscow and the Automobile Plant imeni Molotov in Gor'kiy which produce logging trucks, and the Chelyabinsk Tractor Plant which builds S-80 tractors.

The timber industry's own machine-building plants, including the Onega Machine-building Plant and the plants in Likino, Krasnoyarsk, and Riga have been enlarged.

The amount of power equipment in the timber managements has increased 2.2 times on the average during the last 4 years.

The following table shows the goals which are to be attained by the timber industry in 1950 in comparison with those reached in 1946:

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Type of Operation	1946	1950	Ratio, 1950:1946
Felling, total volume			222.4 percent
Mechanized felling			21.5 times
Level of mechanization, percent	4.0	39.1	
Skidding, total volume			380.7 percent
Mechanized skidding			49.5 times
Level of mechanization, percent	3.3	42.9	
Haulage, total volume			237.4 percent
Mechanized haulage			444.8 percent
Level of mechanization, percent	32.8	61.5	
Loading onto mechanized transport equipment			- -
Level of mechanization, percent	-	51.4	

The speed up of mechanization is necessary to develop industrial utilization of the forests of the European North, the Urals, Karelia, and some parts of West Siberia and the Far East. Such development will permit conservation of the forests in the less densely forested central, southern, and western parts of the USSR. Most of the timber needed for the national economy must come from the first-named regions.

The 1950 production program, considerably larger than the 1949 program, calls for an over-all increase in production capacity, including more workers, more mechanized equipment, and the opening of new cutting areas. In comparison with 1949, haulage by tractor must increase 61.4 percent, by truck 23.8 percent, and by narrow-gauge railroad 54 percent.

Today, the machine, or continuous, method is basically transforming logging methods. This new, progressive technique begins with the felling of trees with electric saws which are powered by mobile electric power plants. The boles are skidded to the upper yarding point by special skidding tractors or electric winches. They may be bucked here by electric saw, but the more advanced method is to load the boles directly onto narrow-gauge railroad cars with cranes. The logging trains, drawn by steam or motor locomotoves, haul the timber to the lower yarding point, which is equipped with bucking units, dumping equipment, transporters, cranes, and elevators. After bucking, the logs are assorted and prepared for further shipment.

The continuous logging method with haulage of timber in the form of boles was first applied in 1949 at the Balakhna Timber Management of Gor'kles Trust and at the Balakirevskiy Logging Point of Aleksandrovskiy Timber Management of the Scientific Research Institute for Mechanization and Electrification of Logging. At present, the new system has been introduced at many model-experimental timber managements and at other logging enterprises.

Of course, one organizational plan is not applicable to all enterprises. The system must be modified in relation to variables: for example, is shipment from the lower yarding point by rail or by water, and is the scale of operations great or small

The principal tasks to be accomplished in 1950 by the timber industry are the following:

1. Establishment of strict technological discipline.

2. Training workers to operate the machines as a pre-requisite for the widespread introduction of the new method of logging.

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3. Solution of the problems which caused the failure in fulfilling the timber hauling plan during the first and fourth quarters of 1949.

One of the causes for this failure was the lack of good logging roads, especially for trucks, in many timber managements. The supervisors of a number of logging trusts, for example, P. A. Kalashev of Kotlasles Trust, I. A. Chicherin of Altayles Trust, and G. I. Shekhunov of Chitles Trust, did not pay enough attention to their construction. As a result, trucks bogged down in the mud during the thawing and rainy seasons and could not move because of drifts after a snowfall.

However, the workers of logging enterprises must not be slaves of the weather. Mechanized logging based on railroad and truck haulage must not experience seasonal interruption. It is necessary to pay the most serious attention to the operation of logging roads. Every logging road, and especially the narrow-gauge railroad, must be fully outfitted with every necessary kind of equipment and adequately manned, so that it can be used the year round without seasonal interruptions.

While emphasizing the development of year-round roads, seasonal types of logging roads should not be minimized. It is necessary better to understand the construction and exploitation technique of ice roads. In areas where good and extensive timber resources are found, it is necessary to change over from horsepower to mechanical power on log slide types of roads.

In 1950, timber haulage on all mechanized roads must be carried on in two daily shifts, and on railroads with steam locomotives on a 24-hour, three-shift basis in order to fulfill the 1950 timber transport plan.

4. Improvement of repair work in the logging industry through the creation of mobile, stationary, and central mechanized repair shops.

5. Expansion of logging areas in the European North, Karelia, Urals, and Kama River Basin; increase in cutting by several million cubic meters in Kostroma, Vologda, Kirov, and Gor'kiy oblasts, Krasnodar Kray, and Bashkir and Tatar ASSRs.

6. Appointment of assistant directors for political affairs at the timber managements.

The assistant directors for political affairs are to organize and indoctrinate the masses of logging workers politically, to arouse the workers' enthusiasm for the introduction of the new logging technique, to exhort them to care for and repair the machines, to spur them in raising labor productivity, and to help the timber management directors solve their problems. The assistants for political affairs are uncompromisingly to combat existing deficiencies, especially the disaffection of some workers toward conversion of logging work along industrial lines.(1)

CONSTRUCTION TASKS OF THE LOGGING INDUSTRY IN 1950

Timber haulage is the most important aspect of logging work. A primary task in the logging industry is, therefore, the building of logging roads suitable for mechanized hauling. An equally important task is the construction of repair facilities so that transport equipment can be kept in operation.

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In 1950 hundreds of new repair shops are to be built and put in operation at the logging enterprises; central repair shops are to be built in many logging trusts; and construction of several logging equipment repair plants is to be begun.

Two objectives must be followed in road construction work: first, to build new roads which will permit logging work to be carried on the year round and eliminate the seasonal element in logging operations and, secondly, to increase the hauling capacity of existing roads.

In line with these principles, the following three tasks face the road-builders in 1950: to build new narrow-gauge railroad lines and gravel-covered auto roads, to rebuild existing roads on which horse power is used and to convert them to mechanical power, and to improve existing auto roads by widening them and covering them with sand, gravel, or crushed rock. As this work progresses, timber haulage from the logging enterprises will increase considerably.

In 1950 new logging enterprises will be established, not only on the basis of expanded narrow-gauge railroad and auto and tractor road construction, but also on the basis of expanded utilization of small river systems.

In 1950 mechanization will be pushed by large capital expenditures for steam locomotives, tractors, trucks, skidding winches, mobile electric power plants, cranes, flat and box cars, electric saws, locomobiles, and other equipment. It is necessary to meet [illegible] plans for road construction, repair facilities, and living space construction on a month by month basis to permit continuous use of this equipment.

Construction of living quarters and cultural facilities in the timber industry during 1950 is to increase 1.5 times as compared with 1949. New construction is to include buildings for schools, clubs, hospitals, kindergartens, and nurseries.

To speed such construction almost 12 times as many bulldozers will be in use in 1950 as in 1947. In 1949, there were 8 times as many bulldozers as in 1947.

A considerable part of the logging road construction work will be carried out by the organizations of Glavlestranstroy (Main Administration for Timber Transport Construction), which in 1950 must double the amount of work done in 1949. But every logging trust now also has construction administrations and mechanized construction centers equipped with bulldozers, graders, excavators, lumber-sawing equipment, and other equipment. The available equipment will permit 70 percent of all earth-moving work to be carried out mechanically in 1950.

Since successful fulfillment of the plan depends on timely preparatory work, the organizations of Glavlestranstroy as well as the logging trusts must complete repair of their construction machinery in March and April, so that actual construction work can begin in May.(2)

ELECTRIFICATION OF LOGGING WORK IN UDMURT ASSR

S. V. Bedlinskiy
Chief, Udmurtles Combine

The electrification of logging work in the timber enterprises of Udmurt ASSR is expanding from month to month. The timber managements of Udmurtles Combine felled 75,000 more cubic meters of timber by electric saw during the

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first 9 months of 1949 than during the entire year of 1948. The volume of electric felling in 1949 was twice as great as in 1948.

Electric felling during the third quarter 1949 showed the following results for the combine: average production per power plant was 86 cubic meters of timber felled per shift; average production per saw was 18.6 cubic meters per shift. On an average, 4-5 saws operated from each power plant and 4-5 workers were engaged in operating each saw. Thus, on an average, 19 workers per electric power plant were engaged in felling. Average production for the combine was 4.4 cubic meters per man-day.

The enterprises of Udmurtles were among the first to use the new higher frequency TsNIIME (Scientific Research Institute for Mechanization and Electrificiation of Logging) K-5 electric saw. The first models were used experimentally during the summer of 1948. During the summer of 1949, the saws were received in sufficient quantity to permit felling on a large scale.

During the third quarter 1949, the five leading timber managements of Udmurtles, using the K-5 saw, felled more than 30,000 cubic meters of timber with the following average results (in cubic meters):

Timber Management	Per Power Plant per Shift	Per Saw per Shift	Per Man-Day
Oblastnovskiy	185.0	46.0	5.7
Kakmozhskiy	128.0	36.0	9.0
Syumsinskiy (Syumsi)	119.0	20.0	6.7
Pastukhovskiy	116.3	21.0	3.4
Selychenskiy	52.4	8.8	3.1
Average	124.2	24.6	5.2

Reasons for the good showing of the three top timber managements are: stabilized brigades and well-trained saw operators; preventive maintenance and systematic greasing of saws; careful inspection of the technical operation of saws and power plants by the mechanics; good foremen; felling on the organized cutting area principle. Problems arising in connection with electric sawing are referred to the chief engineers, who are always around the cutting areas and aid foremen and saw operators. All these factors combine for high output by the entire organization.

Preparation for the 1949/1950 logging season included the following measures. Saws and power plants were issued to each timber management well in advance of the beginning of the season. The foremen were specially instructed in electric timber felling. Brigades of saw operators were assembled by name and definitely assigned to each timber management. During the fall months, the seasonal workers were given training in timber felling. Special sheds were built for the power plants. Spare saws were supplied to all timber managements. From June to September, the combine held seminars for studying the higher frequency saws and power plants. Each group studied for 2 weeks, combining study with practical work in the field in the operation of the continuous logging method. The instruction was given by engineers, technicians, mechanics, and machine operators.(1)

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ELECTRIFICATION OF LOGGING WORK IN SVERDLOVSK OBLAST

V. S. Muzyukin, Engineer

The migratory nature of logging work discourages the use of industrial electric power in the forest. But experiments conducted by Ostrovskiy and Ozerskoye timber managements of Sverdles (Sverdlovsk Timber) Trust have shown that use of industrial electric power in the cutting area is practical.

The possible sources of power for electrified logging work are PES-12, PES-40, and PES-60 mobile electric power plants, stationary plants of the logging enterprises, the industrial power networks of the Ministry of Electric Power Plants and other ministries, and interkolkhoz hydroelectric power plants.

There are a number of disadvantages in using low-capacity PES-12 plants in logging work:

1. The almost complete impossibility of electrifying skidding, loading, and other laborious operations in addition to felling and bucking operations, because of the low power capacity of the plants.

2. The necessity of using gasoline, a fuel in short supply.

3. The operational unreliability of the plants, especially in the wintertime.

4. The high cost of the power generated by them.

PES-60/60-kilovolt-ampere plants, which are currently being manufactured for logging work, partially eliminate these disadvantages but also operate on scarce liquid fuel.

Locomobile power plants, which use waste wood as fuel, provide more reliable and cheaper power than do mobile plants. For that reason, locomobiles must be widely used both for small temporary plants in areas with 100,000 to 150,000 cubic meters of timber to be cut over a period of 4 to 6 years, and for 300-500 kilovolt-ampere central stations. The successful experience of the Ozerskoye Timber Management, which used a small locomobile plant, must be widely applied in logging operations.

A small locomobile plant can provide adequate power for a logging center producing from 25,000 to 30,000 cubic meters of timber annually. Electrification of such a logging center requires a 75-horsepower locomobile with a 52-kilowatt generator and the following production equipment: five electric saws, two skidding winches, and two loading winches. With the repair shop working mostly at night, the 52-kilowatt generator will fully cover the power requirements of the logging center both for production and for illumination for living quarters and recreational facilities.

Hydroelectric plants are in use in the Novo-Lyalya Timber Management, where they provide current for lighting and for logging work.

The Bisertskaya and Berdyugina interkolkhoz hydroelectric plants now under construction will provide power for the electrification of Afanas'yevskiy and Irbit timber managements.

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Since 1947, a 6,000-volt line run from a Uralenergo (Ural Power Network) substation located at the lower yarding point of Ostrovskiy Timber Management of Sverdles Trust has been providing power for the logging operations of the management, which are carried on 12 kilometers from the substation. Experience has shown that this is the cheapest and most reliable method for electrifying logging work.

Experience of the Ostrovskiy and other timber managements has shown that for fully electrified logging operations from a high-tension line under average Ural conditions a logging center needs the following equipment: a 50-kilovolt-ampere step-down transformer; two 17-kilowatt TL-3 skidding winches; four 1.6-kilowatt electric saws; two 5.5-kilowatt electric loading winches; and one 0.5-kilowatt saw-setting machine. Installed capacities of the nine motors for these machines total about 52 kilowatts. A logging center with this equipment can fell, skid, and load 25,000-30,000 cubic meters of timber annually.

Electrical operation of a lower yarding point such as that of Ostrovskiy Timber Management (where power is needed for a railroad tie mill, repair shops, wood-gas generator fuel mill and for loading operations) requires the following: 6 motors with total capacity of 60.4 kilowatts for the tie mill; 10 motors with total capacity of 63.6 kilowatts for the repair shops; 3 motors with total capacity of 12.6 kilowatts for loading of timber onto railroad cars; and 2 motors with total capacity of 23 kilowatts for the wood-gas generator fuel mill -- a total of 21 motors with a total capacity of 159.6 kilowatts.

Complete electrification of Ostrovskiy Timber Management, which has a 65,000-cubic meter annual logging program, would require 52 electric motors with a total installed capacity of 300 kilowatts.

The main high-tension transmission line was built along the logging roads used by trucks and consequently cost only 7,390 rubles per kilometer. The length of service for such a main line depends on the length of time that logging is carried on at a given center, for example, 10-15 years.

Experiments carried out in Ostrovskiy Timber Management in 1948 showed that the cost of power used in felling was 55 percent less when obtained from the high-tension line of the Ministry of Electric Power Plants than when obtained from mobile plants. Another great advantage of using power from the industrial line was the increase in equipment productivity due to the greater stability of the power supply; saw productivity averaged 15 percent higher.(3)

HAULAGE OF TIMBER IN THE FORM OF BOLES

A. Tikhomirov, Chief Mechanic
Cherepovetsles Trust
P. A. Yegorov, Chief Engineer
Belorucheyskiy Timber Management

Haulage of timber to the lower yarding point in the form of boles is the most advanced method for carrying out this phase of logging work. This method assures more rational yarding of boles and a higher output of commercial timber and permits higher concentration, better disposition, and at the same time more productive utilization of mechanized equipment at the lower yarding point.

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To speed successful introduction of this method in logging enterprises, it is necessary to discover and correct all deficiencies which might hinder successful application of the new method. The experience of Belorucheyskiy Model-Experimental Timber Management is very instructive in this respect.

Belorucheyskiy Timber Management of Cherepovetsles Trust, Vologda Oblast, operates in a forest of mixed trees with spruce (Picea) and pine (Pinus) predominating. All felled timber of the management is hauled by steam locomotive narrow-gauge railroad to the lower yarding point from where it is transported by floating down the Mariinskiy system of waterways. The management is fully equipped for mechanized felling, skidding, and hauling operations.

Many of the difficulties which Belorucheyskiy Timber Management had to overcome while introducing bole haulage of timber are the same difficulties which other logging enterprises encounter when converting to the new method.

The experience of the timber management indicates that such a serious matter as converting the entire technological process of an enterprise cannot be accomplished haphazardly without the necessary equipment (especially hauling equipment), and without a carefully worked-out plan.

However, Cherepovets Trust, Glavseverokomiles (Main Administration for Northern and Komi Timber), and the central apparatus of the timber ministry did not exert themselves in supplying the timber management with the needed equipment and technical aid during the conversion. This is the main reason why the management was unable to convert fully to the new method of timber hauling in 1949, and still hauls some of its timber by the old method, i.e. in assortment.

One of the most important technical problems connected with conversion to the new method is that of building narrow-gauge railroad lines suited to the new method of hauling. Present lines were established to permit the use of 8-meter-long flat cars and are not adequate to permit safe movement of cars coupled together and loaded with 25 to 35-meter-long boles.(2)

Timber Management Has Successful Year -- P. I. Prudnikov, Chief Engineer, Zima Timber Management, Vostsibles (East Siberian Timber) Trust

In 1949 Zima Model-Experimental Timber Management became the largest mechanized logging enterprise in East Siberia. Haulage of timber increased 4.2 times in 1949 as compared with 1947, and the year-plan was fulfilled by 7 November. The 1949 - 1950 fall and winter logging season also began well. The timber management must haul twice as much timber during the current season as during the last season. Moreover, it has set as its goal the haulage of 40,000 cubic meters of timber in excess of the seasonal plan.

The following table shows the production per shift obtained from various machines:

Machine and Type of Operation	Production per Shift (cu m)	
	Per Machine Actually Working	Per Machine on Hand
KT-12 skidding tractors	41.1	29.3
ChTZ skidding tractors	66.6	30.3
TL-3 skidding winches	34.0	27.7
PES-12 electric power plants for felling	240.0	157.0
Steam locomotives for hauling	229.0	153.0
Electric cranes for loading	135.7	120.0

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Careful preparatory work preceded the beginning of fall and winter operations. The timber management has four logging roads: a narrow-gauge railroad line, one ice road for tractor hauling, and two ice roads for horse hauling. A system of branch roads leading to the four main roads was arranged so that the average skidding distance would not exceed 500 meters.

The timber ranagement gave courses of instruction in the operation of various machines. In this way, qualified personnel were obtained to act as tractor drivers and electric power plant, electric saw, crane, and winch operators. The courses were also taken by more than 150 workers from other enterprises of Vostsibles Trust and other trusts. Individual instruction was given in conjunction with the courses.

Technical instruction was an especially important task at the timber management since the number of workers and machines has increased greatly in the last few years. In 1948 and 1949, the timber management received numerous KT-12 skidding tractors, several PES-60 and PES-40 mobile electric power plants, a steam locomotive, S-80 tractors, loading cranes, TL-3 winches, many electric saws, and other equipment.

The continuous method of production was partially introduced in January 1949 with a considerable increase in labor productivity. In June 1949 the logging center using the narrow-gauge railroad was converted to this method; the other logging centers will be converted during the current season.

At the logging center with the narrow-gauge railroad, felling and skidding has been fully mechanized, loading timber onto flat cars has been mechanized 60 percent, and sorting timber has been mechanized to a considerable extent.

An important task of the management still to be undertaken is timber haulage in the form of boles. The lower yarding points are to be rebuilt by Vostsibles Trust in 1950 so that this method of hauling timber can be adopted.(1)

MECHANIZATION TRANSFORMS LOGGING POINT

S. A. Bryukhov
Director TsNIIME

In April and May 1949, TsNIIME (Central Scientific Research Institute for Mechanization and Electrification of Logging) converted Balakirevskiy Logging Point of Aleksandrovskiy Model-Experimental Timber Management into a fully mechanized enterprise. In June, logging with the new technique was begun. The new technique means that all production processes except limbing and waste material piling are mechanized, felled trees are skidded and hauled in the form of boles, and production is carried on according to the continuous method.

Machines now used at the logging point are the following: TsNIIME K-5 electric saws for felling and bucking; KT-12 tractors and TL-3 (3-drum) electric winches for skidding; TL-1 (one-drum) winches for loading on flat cars at the upper yarding point; motor locomotives for hauling logging trains; steam cranes for loading commercial timber (2 meters or more long) onto standard-gauge railroad cars, and battery-operated transporters for loading short pieces (less than 2 meters long) and firewood at the lower yarding point; PES-12/200 mobile electric power plants with TsNIIME wood-gas generators for powering the saws; PES-12 mobile electric power plants with TsNIIME wood-gas generators for powering TL-1 winches; PES-40 mobile electric power plants for powering TL-3 winches and the mobile repair shop; and PES-50 mobile electric power plants for powering mechanisms at the lower yarding point.

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The following table illustrates how the conversion has transformed operations at the logging point(4):

Operation	Level of Mechanization (percent) Before Conversion	Level of Mechanization (percent) After Conversion	Labor Productivity per Man-Day (cu m) Before Conversion	Labor Productivity per Man-Day (cu m) After Conversion
Felling	66	100	3.6	14.8
Skidding	50	100	5.9	12.7
Bucking at upper yarding point	60	Not done	6.4	Not done
Loading at upper yarding point	-	100	13.9	17.6
Haulage narrow-gauge railroad	90	100	18.0	36.2
Unloading at lower yarding point	-	100	13.8	94.8
Bucking at lower yarding point	Not done	100	Not done	20.4
Assorting and piling at lower yarding point	-	100	Not done	27.9
Loading on standard-gauge railroad	-	100	10.8	24.8
Output per man of all logging point personnel	-	-	0.60 (1948)	1.23 (last half of 1949)

Logging Crane Performs Auxiliary Operations

A self-propelled, narrow-gauge railroad crane has been designed and built in the central repair shop of Yuzhkarelles (South Karelian Timber) Trust. Used in logging operations, it not only loads cars but moves them and can, if necessary, supply power for electric saws.

The crane body is about the size of a small railroad car and had doors and windows. It is somewhat elevated, resting on four sturdy vertical supports, which in turn rest either on broad cast iron shoes or on pairs of wheels, depending on whether the crane is being used for loading or for hauling. Inside the cab are an electric motor, a generator, and a powerful winch. The crane arms are mounted forward of the body.

Action of the crane is somewhat limited by the fact that the crane arms cannot be rotated laterally. A new model of the crane is now being built, which will have a rotating base for the crane arms and a larger winch drum.(5)

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